

# The Hong Kong Daily Press

No. 5870

年九月正年乙

日初月正年乙

HONGKONG, MONDAY, 15th FEBRUARY, 1875.

一年

五十二英

香港

PRICE \$2 PER MONTH

## Arrivals.

February 13. *Nisara*, Brit. str., 761, J. M. Hayter, Canton 12th, Feb. STEPHENSON & Co.  
February 15. *Faunus*, Siamese ship, 635, *Siamese*, Saigon 5th January, General CHINNAR.  
February 15. *Livis*, British brig, 187, Thomas, Saigon 12th January, Rice, Arms, Holden, & Co.  
February 15. *Brindis*, British bark, 350, *Clasp*, Chester 2nd February, General ASHLEY, Calcutta, & Co.  
February 14. *Great Republic*, American, 4,000, Cobb, San Francisco 2nd January, and *Volante*, 17th February, General P. M. S. G. Co.  
February 14. *Kosarava*, Danish str., 701, D. T. T. Bangkok 3rd February, Rice, *Horizon*,  
February 14. *Palan*, British steamer, 1,572, H. F. S. S. Co., Shanghai 5th February, and *Yonoh*, 12th, General BURTON, and S. M. & Co.  
February 14. *Invincible*, British ship, 657, *Brilliant*, London September 14th, General W. PORTER & Co.  
February 14. *Wax*, American, 3-m. *Chinaman*, 402, A. H. H. Bangkok 7th January, *Traders*, and General L. L. CHAPMAN & Co.  
February 14. *Denmark*, Danish bark, 817, L. C. G. G. S. 6th February, *Baltic*, *Order*.  
February 14. *Ampera*, German bark, 423, G. Peters, Bangkok 6th January, Rice, *Order*.  
February 14. *Foowow*, British str., 650, N. N. G. 16th December, Coal.  
February 14. *Harrick*, British str., 700, J. L. Shiel, Bombay 31st January, via Singapore, General *Order*.  
February 14. *Yankee*, Spanish corvette, 700, S. F. M. G. G. G. Manila 29th January.  
February 14. *Hawson*, U. S. frigate, 2,900, J. G. P. J. Kraft, Shanghai February 11th.  
February 14. *Hermann*, German bark, 424, C. H. Davidson, Bangkok 12th January, Rice, Wm. F. F. & Co.  
February 14. *Departs*.  
February 14. *Melita*, Mart. str., for Yokohama.  
February 18. *Yoritomo*, str., for Swatow.  
February 18. *Nanking*, str., for Saigon.  
February 18. *Asiatic Apollo*, str., for Singapore and Calcutta.  
February 18. *Vulca*, str., for Yokohama.  
February 18. *Adriatic*, str., for Haifaa Bay.  
February 18. *Diamond*, for Tientsin.  
February 18. *Globe*, for Bangkok.  
February 18. *Barbuda*, str., for Shanghai.  
February 18. *H.L.C.M.* gun-boat *Peru*-cruiser, for a Cruise.  
February 18. *Douglas*, str., for East Coast.  
February 18. *Ava*, str., for Shanghai.  
February 18. *Nikko*, str., for Shanghai.  
February 18. *Elan*, str., for Swatow.  
February 18. French corvette *Montcalm*, for the North.  
February 18. *Clearances*.  
AT THE HARBOR MASTER'S OFFICE,  
FEBRUARY 15TH.  
Douglas, str., for East Coast.  
Elan, str., for Swatow.  
Ava, str., for Haifaa Bay (Swatow).  
Barbuda, str., for Shanghai.  
Arrived Apore, str., for Singapore and Calcutta.  
Nikko, str., for Shanghai.  
February 18. *Passengers*.  
Arrived.  
For Great Republic, str., from San Francisco and Yokohama —  
General J. F. Shepard, Messrs. H. B. Shepard, M. E. McClellan, H. C. Woodhouse, and Doug, Yew, 205 Chinese in steerage.  
For *Elan*, str., from Bangkok — 5 Chinese.  
For *Elan*, str., from Shanghai, &c. —  
For Hongkong — 6 Chinese. For London Master and Miss Howland.  
For *Hermann*, str., from Bombay, &c. —  
5 Chinese.  
For Spanish Govt. Vessels, from Manila —  
2 Chinese.  
For *Elan*, str., from Calcutta, &c. —  
10 Chinese.  
For *Elan*, str., from Bangkok —  
1 Chinese.  
For Wm. Phillips, from Bangkok —  
1 Chinese.  
DEPARTED.  
For *Arrived Apore*, str., for Singapore, &c.  
For *Elan*, str., for Haifaa Bay (Swatow).  
For *Nikko*, str., for Bangkok, &c. —  
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Report.

The British bark *Brigadier* left *Obsoeo* on 4th February, and experienced strong N. and E. monsoon, brought on.

Vessels Expected at Hongkong.

For *Elan*, str., for Swatow, 2nd February.

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For *Elan*, str., for Calcutta, 2nd February

NOW READY.

THE CHRONICLE AND DIRECTORY  
FOR 1875.THIS Work, in the THIRTEENTH  
year of its existence, is  
NOW READY FOR SALE.It has been compiled and printed at the  
Daily Press Office, as usual, from the best  
and most authentic sources, and no pains  
have been spared to make the work com-  
plete in all respects.In addition to the usual varied and  
valuable information, the value of the  
"CHRONICLE AND DIRECTORY FOR 1875"  
has been further augmented by a

CHROMO-LITHOGRAPH

OF A

PLAN OF VICTORIA, HONGKONG

THE

FOREIGN SETTLEMENTS OF

SHANGHAI.

A Chromo-Lithograph Plate of the  
NEW CODE OF SIGNALS IN USE AT

THE PEC.

THE VARIOUS HOUSE FLAGS

(Designed expressly for the Work).

MAPS OF HONGKONG, JAPAN,

THE

SILK WORM DISTRICTS,

THE

ISLAND OF FORMOSA,

AND OF

THE COAST OF CHINA;

ALSO, THE

NEW CODE OF CIVIL PROCEDURE

HONGKONG;

besides other local information and statis-  
tics converted to date of publication, tending  
to make this Work in every way suitable  
for Public, Municipal, and General Offices.The Directory is published in two forms,  
Complete at \$5; or with the Lists of  
Residents, Port Directories, Maps, &c., at  
\$3.Orders for Copies may be sent to the Daily  
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Riviera, Hall & Holtz and Kelly & Co., Shanghai,  
Chefoo, and, Ningpo, and, Shanghai,  
Takao, and, Keely & Co., Shanghai,  
Peking, and, Keely & Co., Shanghai,  
Nagasaki, The C. & J. TRADING Co.,  
Hiroshima, The C. & J. TRADING Co.,  
Yokohama, Messrs. Lane, Crampton & Co.,  
"Mr. C. D. Moss, Japan Gazette & Co.,  
Office.Manila, Messrs. J. DE LOYAGA & Co.,  
Singapore, Straits Times Office,  
London, Mr. P. S. O'Brien, London,  
Oro, San Jose, Costa Rica,  
Mazatlan, Bates, Henry & Co.,  
San Francisco, Mr. L. P. Fisher, 31, Mer-  
chants' Exchange,  
New York, Messrs. S. M. PITTIGLI & Co.,  
37, Park Row.  
Hongkong, 2nd January, 1875.

NOW READY.

BOUNDED VOLUMES of the China Overland  
Trade Report for the Year 1874. Price  
Ten Dollars.Apply at the Daily Press Office,  
Hongkong, 1st February, 1875.

DEATH.

At sea, on the 8th February, GEORGE FAN-  
DEY HEIN, of Ipswich, Mass., U.S.A.; buried  
at sea.

The Daily Press

HONGKONG, FEBRUARY 15TH, 1875.

THE construction of the Suez Canal was an  
event in the history of the world; it marked  
an era in the science of engineering. It is a  
work which has conferred a deathless re-  
nown on its projector and constructor, and  
will also make famous the name of the  
KNIGHT of Egypt. France is proud, and  
justly so, of FERNAND DE LESSEPS, for he  
had the courage of his convictions; and, spite  
of much gloomy criticism, persevered with  
his great enterprise and carried it to a suc-  
cessful termination. England looked on the  
work coldly, and had neither part nor lot in it.  
Now she repents this course; for, while  
she is the chief user of the Canal, not a half-  
penny of the dues go to enrich British  
pockets. Nor is this all. The Suez Canal  
Company and their customers are continually  
at issue on the tariff and the rules. Their  
proceedings are again causing complaint on  
the part of shipowners. It will be remem-  
bered that the International Commission,  
which met at Constantinople last year, made a  
recommendation to the effect that, pending the adoption by Maritime  
States of an uniform international system  
of tonnage, ships passing through the  
Canal should be provided with an official  
certificate, to be delivered to them by the  
competent authorities of their respective  
flags, determining their net tonnage accord-  
ing to the technical rules laid down by the  
Commission, such certificates to be accepted  
as proof of the net tonnage, on which the  
Canal tolls should be levied. Now although  
this recommendation was sanctioned by  
the Port, and thus became obligatory on  
the Company to respect it, it has assumed  
the right to repudiate these certificates, and  
insists upon remeasuring every vessel that  
goes through the Canal. This practice is  
not only extremely annoying, but it entails  
loss of time, which, of course, means  
loss of money. But this is not all. According  
to The Times correspondent, the  
Company levies fees upon tugs and tugs  
belonging to the owner of the vessel. It has  
a right to charge towage dues, when it finds  
a tug, but to assist in taking a ship through  
the Canal, but it is simply an imposition  
when charged on other boats. Three-fourths  
of the Company's revenue is derived from  
British commerce, and English traders have  
therefore a legitimate cause for grumbling  
when subjected to delays and expenses that  
are at once unnecessary and uncalled-for.  
Nearly all the Indian and Chinese steamers  
pass through the Canal, and the amount paid  
in dues by them is something pro-  
digious. More and more does it become mat-  
ter for regret that England foolishly lost the  
opportunity of making the Canal, and thus  
securing the preservation of her commercial  
interests. Of course, she can insist upon the  
Port's redressing the grievances complained  
of, but it is provoking to have to be con-  
stantly appealing to a Power whose threats  
are always evaded when possible.

The success of the Suez Canal has probably

led to the determination to at length under-  
take a similar work through the Isthmus of  
Panama. But in this case, the Americans,  
whose shipping interests will be as much  
concerned in the undertaking as ours were  
in the making of the Suez Canal, will not let  
it slip out of their hands. The United  
States, taking warning from our folly, have  
agreed with the Government of Nicaragua,  
through which country the proposed canal will  
pass, upon its construction. Surveys and esti-  
mates, made conjointly by Mr. O'SULLIVAN,  
an American, and Colonel KONIGERER,  
an Austrian officer, are to be presented to the  
Commission appointed by President GRANT,  
whose report will be presented to Congress,  
and a decision arrived at as to the best route.  
Their proposal is to canalize the river San  
Juan, and thus, by seven sluices, reach the  
Lake of Nicargua, whence a cutting with  
ton shutes will reach the Pacific. The diffi-  
culties to be overcome, however, are neither  
few nor small. The engineers have seem-  
ingly abandoned the route formerly talked of,  
from Chagres to Panama, which follows  
pretty closely the railway line from Aspinwall  
to Panama; and will instead, we suppose,  
after taking the Canal through the Lake, cut  
across the Isthmus of Darien. This will be  
a longer route than the other, but the ob-  
stacles to be surmounted in making it are  
fewer and the natural water advantages far  
greater. One route suggested was from St.  
Juan de Nicargua, on the Atlantic, to Port  
Balboa, on the Pacific; but this was a still  
longer one, being 272 miles. It passed from  
south to north of the Lake of Nicargua,  
and has doubtless been abandoned on ac-  
count of the distance. But whichever line  
is taken, and from the meagre telegraph  
report we cannot fully make out the  
exact route, the work will undoubtedly  
necessitate a great outlay of capital,  
call for great exercise of engineering  
skill, and demand patience and  
perseverance on the part of the constructors.  
It will prove an especial boon to the United  
States, as it will enable them to avoid the  
long, difficult, and often dangerous passage  
round Cape Horn. Obstacles of all sorts,  
however apparently insurmountable, in these  
days give way before engineering science—  
a science which during the past half century  
has effected changes undreamed of in the  
speculative mind, changes as truly beneficial  
as they are wonderful and admirable. Hence  
the marvel is that the commencement of this  
important and often discussed work has been  
so long delayed.The steamship *Thales* returned from dock  
yesterday.The steamship *Alcyone* has been towed over to  
the dock, at Kowloon, and docked.The steamship *Great Republic* is to be docked  
and reconditioned. She appears to have experienced  
some very rough weather this voyage, her  
cooper being torn off in place.The steamship *Alcyone*, which arrived  
yesterday, bears the flag of Rear-Admiral A.  
P. M. PENNOCK. He saluted the different vessels, with  
a sword on his shoulder, and a friend of  
his was sent by the Admiralty to look for a  
man named Achoi who had one eye. He  
saluted the school master, who happened to be  
inside eye, whether he was the man referred to  
or not. The school master told him that his  
name was Choi; therefore he could not be  
the man wanted. He (the prisoner) was out making  
encounters and did not make any arrest.The case was remanded for further enquiries to  
REASON OF A PRISONER.A Chinese, the other day, was charged with  
the larceny of a jacket. He was caught in the  
act by the owner who gave him a stab with a  
sword on finding him in the house in the dark.  
The wounded man was taken to the Hospital by  
Torah Beg, 8th constable No. 632. The  
constable, while he was looking for the doctor,  
was therefore charged with neglect of duty, and the case was remanded to  
enable the constable to recover his man.The steamship *Thales* returned from dock  
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REASON OF A PRISONER.On Saturday the Chief Justice gave judgment in  
the case, for a review of that originally  
given in the suit of Robinson and others.  
His Lordship, after a lengthy examination of  
the arguments set forth in the briefs, confirmed  
the previous decision of the Court, and  
dismissed the motion with costs.The steamship *Alcyone*, which arrived  
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## Extracts.

## THE ABSTAINER'S APPEAL.

Aways from your shunbers, Friends, Fathers, and Brothers; to the dangers of fraud and in rear; Arise over the breath of the Pestilence another; The last spark of manhood, which yet may burn clear; Your newest and dearest before your eyes perish; The youthful and good like fall a prey; And all that the True and the Good love to cherish is from our sad presence fast stealing away.

Our silver-haired Grannies, once reverend as hoary; Now crowned with contempt are the objects of scorn; Their years worse than lead, and their infant's glory Lie buried in the drink-sodden all furnished and torn. The strength of our Young Men insidiously wasted; Our fair Maidens modestly all thrown aside; Our Mothers with Motherhood's best feelings blasted; Our Children neglected, polluted, destroyed.

These evils so hideous, what you can deplore them? What pencil could number the host of the slain? The Hall and the Home, such furnish their victim; And no single honest man is free from the stain. To stop this destruction, we raise our white banner; We point through the gloom to its letters of gold; We stand for Humanity, Virtue, and Honour; We call for the help of the true and the bold.

The hearts and voices of many may assay us; And slander's vile venom may round as though we; The friends we rely on may oftentimes fail us—

My rank with our foes, or may coldly look on; Our arm in their weakness may tremble and falter; But heaven will strengthen and carry us through; The helpless, the homeless, the hopeless to shelter.

The fallen to raise, and the lost to rescue.

Come round we're powerful, nor let false pride longer

Present you siding the feble and few;

If you feel yourselves mighty, our claim is the stronger;

Since you don't need us, we surely need you.

Come round we're weak—ye are friends in affliction;

Our hands are extended to welcome and cheer;

Never despise! here is help and protection!

And God holds his children all equally dear!

"We add some rejoice when our raw columns swear;

"It's said some make sport when a foul conrade falls;

But the noble and god-like will bless the enterprize;

Which sees the poor wanderer, and kindly recalls;

They walk to our cell, which the true-hearted gather;

Arise, for the danger now farthest becomes;

Arise to our help! and the God of your fathers

Will crown with his blessing your hopes and your home;

Glasgow.

M. M'D.

A MAGGI LOVE STORY.

On the morning when the sun for the last time illuminated an unconquered fortress upon the shores where it still lives to shine so brightly, Tui was seated in the house of his uncle Te Wira, finishing the border of a large shawl which she had commenced at the beginning of the siege. Her lover was beside her watching the progress of her active fingers, for he secretly hoped that his betrothed was engaged upon their wedding garment. When the wild cries of alarm arose, Makatu (the lover) rushed out to ascertain the cause. Returning to the house he entrenced Tui to fly with him. "No, friend of my heart," said she, "alone your escape is certain; encumbered with me you will be overtaken." Fly, I beseech you, and save yourself!—Resolutely the young man answered, "I prefer death with you to life without you!"—The butchard, be it so, said the girl, for the first time addressing him by the dearest of names. She continued, "My love, I have ever loved you, even before the day when you were hailed the hero of one; but a noble maiden could not bestow her hand unsought or during a time of public distress. This shawl I had intended for our bridal garment. That bridal will now never take place in this world, but we can die together and depart, united for the Islands of the Blest." She then calmly removed the shawl from its frame and threw it over both their shoulders. Wrapped in it and one another's arms they left the house, taking the path to the tape-grove, along which hundreds of palestricken wretches were flying, preferring the unknown of the hereafter to the known of this life. Walking slowly, but without a moment's hesitation, they slipped over the cliff, clasped in one another's embrace, as though they had not seen the abyss below.—From "Moria." By Capt. J. C. Johnson.

## THE FIRST CHRISTMAS CELEBRATION IN SIAM.

The royal priest was over forty when I first met him—tall and slender in person with a pale, intellectual countenance, and quiet, rather reticent manner. His brother, ten years younger, was not quite so tall, but extremely well and strongly built, with much more vivacity of disposition, and greater versatility of talent. Both were frequent visitors at the houses of all the American residents, both before and after these princes came to the throne, and we all gladly gave them such instruction as we were able, talking over with them things they did not understand, and giving them general principles, which, with astonishing readiness, they applied to practice. They frequently wore the European costume, and were fond of adopting our customs, even in matters of comparatively small import. For instance, about a year before the usurper's death, the younger brother was dining at our house, and seemed highly delighted with two paintings representing Christmas sports—one a tree with its tiny tapers all aglow, and every branch freighted with the gifts of the season; the other, the inner view of a dining-hall with its blazing fires, and arches of evergreen, and the table piled with Christmas luxuries. The Prince took the pictures from the hands of his little son, to whom I had been showing them, and after vainly trying to decipher their mysteries, turned to me for explanation. This I had no sooner given than he exclaimed exultingly, "Why can't we have Christmas too?" When it was the time, for it was, wouldn't it be splendid to keep Christmas at Bangkok in my palace, and have all the Americans and English present? Come, promise me that you will be major-domo, and give all the orders. I will see that everything is done just right; and we'll have a grand time. The first Christmas ever celebrated in Bangkok! Say yes, won't you?"—And so talked on eagerly, while I was canvassing mentally the pros and cons of the case, and the possibility of getting up a Christmas fete that would be at all worthy of the name. I consented at last to do my best, and my noble friend took his leave almost beside himself with joy. When the time came, I spent two or three days at the palace decorating the rooms, and making or rather superintending the arrangements for the fete; for there were scores of skillful servants in attendance, and the Prince himself always at my elbow, ready with his rare taste either to devise or execute. The sale-a-manger was an elegantly frescoed saloon, sixty feet in length, hung with long French mirrors and paintings, and lighted by three massive chandeliers. Over the table waved the British and American flags, one at each end, and the Siamese royal banner in the middle, while between were lofty arches of evergreen. The dinner and dessert were the work of a hundred royal cooks, and in variety and abundance defy description. There were dainties that the entire court ought to have consumed in a month; but had the princely host expected a hundred, or two for each of the thirty guests invited, the provision would have been ample. His royal Highness, who was the only native present, wore, on the occasion a dark blue full dress, a red sash, with epaulettes and buttons of gold, and sat at the head of the table, with his characteristic grace. Everything went off admirably, and I never attended a more genial or enjoyable feast.

## PLEASURES OF SMOKING.

The pleasure of smoking is very complex, and consists of many elements, which we fail to consider one by one.

The act of preparing to smoke opens the scene of a series of pleasures, with the satisfaction and interesting occupation which is needed, whether we make, prepare, and light the cigar or fill the pipe. Who can have watched a genuine and good smoker in the act of making his preparations for his cherished indulgence, must admit that this moment is delicious. And it cannot be otherwise, forasmuch as the hope of enjoyment, and the satisfaction of preparing the enjoyment, with our own hands and without fatigue, are elements which must produce a charming satisfaction—whatever, at least, the attention is in any considerable degree excited.

The second element which enters as a part into this pleasure which is so complex, is the sensation of taste, which in the pipe is limited to the relish of the smoke, whereas, however, is added, in the case of the cigar, the sensation of the saliva, wherewith the salable parts of the leaves of the tobacco are imbibed.

The infinite variety of the pungent and aromatic form a thousand combinations of pleasure, thoroughly known to consummate smokers alone. In general, however, in smoking the gustatory and tactile nerves of the mouth are in a state of pleasant irritation, of real organ, and man fact without easing.

The tactile sense of the lips and of the muscles contributes to the pleasure through the alternate and delicate movements which are necessary for inhaling the smoke, for retaining it artistically in the mouth, and then for expelling it.

Smoking is a very great part in this pleasure, but certainly less than the other elements.

At all events, it is not indispensable; for a gentleman of Borgia, whom I have already mentioned, is entirely destitute of smell, and almost destitute of taste, and yet he finds pleasure in smoking. The perfume of tobacco is usually imbibed by the nostrils, along with the smoke which issues from the nostril, but it can also pass from the mouth into the nose by means of the posterior nostrils.

Those who know how to make the smoke issue in columns from the nose have, moreover, the pleasure of a slight irritation of the pituitary membrane, to which is joined the satisfaction of doing an edified and testing thing.

Smoking is a tribute to smokers, amounting then with the sporting aspects of slow combustion, and of the changes presented by the smoke which blends with the atmosphere.

The proof that eight aids to the pleasure of smoking is that very few find it agreeable to smoke in darkness, when nothing remains to the eye but the charm of watching the incandescent point of the tobacco which burns.

The physiological effects of the nicotine and of the other volatile and odorous principles which are absorbed and which are set on the nervous system have, however, a great influence on the pleasures of smoking, and contributes specially thereto by facilitating the digestion, and by bringing the consciousness into a particular state of exstatic torpor—a process which may be carried so far as to be truly voluptuous.

The veterans of the art neither intoxicate nor irritate themselves, but they feel comfortable—expressing by this phrase the indefinite sensation of delight which they experience from smoking.

All these causes, however, do not exist in isolation, but they combine to form among the surfaces of the skin a particular glow, a slight pungency—both of them very pleasant.

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